

Norwich Bulletin and Courier

119 YEARS OLD

Subscription price 12c a week; 50c a month; \$5.00 a year.

Entered at the Postoffice at Norwich, Conn., as second-class matter.

Telephone Calls:
Bulletin Office 450.
Bulletin Editorial Rooms 25-2.
Bulletin Job Office 25-2.

Williamette Office, Room 2, Murray Building. Telephone 210.

Norwich, Friday, June 25, 1915.

The Circulation of The Bulletin

The Bulletin has the largest circulation of any paper in Eastern Connecticut and from three to four times larger than that of any in Norwich. It is delivered to over 3,000 of the 4,053 houses in Norwich, and read by ninety-three per cent. of the people. In Windham it is delivered to over 800 houses, in Putnam and Danielson to over 1,100 and in all of these places it is considered the local daily.

Eastern Connecticut has forty-nine towns, one hundred and sixty-five postoffice districts, and sixty rural free delivery routes. The Bulletin is sold in every town — on all of the R. F. D. routes in Eastern Connecticut.

CIRCULATION

1901, average 4,412
1905, average 5,920
June 19, 9,142

THE CAPTURE OF LEMBERG.

According to the German plan at the opening of the war it was the purpose of Germany to rush its army across Belgium and France and capture Paris, and then be in time to turn its attention to the slow moving Russians. The Belgians gave the allies the chance needed to set up an opposition which checked that rush and the Russians moved with greater speed than they were believed capable of, but the campaign which has been conducted since May for the recovery of Galicia, resulting in the retaking of Przemyel and now the fall of Lemberg, indicates that Germany may have seen a chance to reverse its schedule and still accomplish its task.

The capture of Lemberg wins back the control of that province. It has come after great sacrifices in men and ammunition but in sending back the Russians it removes an Austrian menace which was growing worse every day. It is still uncertain just what effect this will have upon the Russian forces. They have received good order and if reports are true without the sacrifice of any great quantity of munitions of war. Whether they can overcome their ammunition shortage and rally in such a manner as to keep the larger proportion of the Austro-German force occupied in Galicia rests with the future to disclose, but unless they can a release of many troops can now be expected for use along the other frontiers. The driving back of the Russians cannot as yet be looked upon however as a crushing of that powerful enemy. Whether it can keep back the Brown Bear is still among the uncertainties.

PRISONERS ON HIGHWAYS.

There is no question as to the desirability and benefit of good roads. It is highly important that the highways be kept in good condition and this applies to the less important of the country roads as well as the main thoroughfares. The question of finances is the chief obstacle to better roads but this appears to be meeting an excellent solution, in part at any rate, by the scheme of using the prisoners in the jails for the accomplishment of such work. It is not a new plan but one which is being gradually adopted by more states and where put in operation it appears to prove satisfactory both in the results accomplished and to the men who are thus engaged.

The plan of putting county jail prisoners at work on the roads has recently been adopted in Maine where it has met expectations and is proving entirely satisfactory with the result that much road improvement is now underway which must otherwise have been neglected. There the opinion grows that the idea meets with the approval of the prisoners as well as the county and that if they had the opportunity to return to the daily routine of jail life they would elect to continue the outdoor work which they are now doing on the highways.

With both the people and the prisoners satisfied, and results that are wanted being obtained nothing more could be desired. It means better roads and it is unquestionably better for the prisoners, and it is to be hoped that the use of institutional help in this state will prove as beneficial.

DE WET'S PUNISHMENT.

From the part which he has played in South African affairs General De Wet was a man of power and prominence and his influence was great in that country where he had displayed so much patriotism. It was therefore an act which could not be ignored when he led a revolution against Great Britain at the opening of the present war, even though his object was defeated. It was a time when the mother country was placing great dependence upon the loyalty of all its subjects and for such a leader as De Wet to set the example he did, especially when the majority was satisfied with the reforms which had been instituted there and foreign invasion was threatened which would have meant at its best nothing better, called for adequate punishment.

Thus, even though the revolt was quickly suppressed, it could not be

treated as an every day occurrence and passed over lightly. There was the necessity of placing a check upon others who might be inclined in a similar way, and the finding of De Wet guilty of treason and his sentence to six years imprisonment and the payment of a fine of \$10,000 serves the necessary purpose. He might have received a more severe punishment for what he did without exceeding the limits of justice, but it was a wise handling of the situation by the South African government inasmuch as it will serve as a warning while it is not likely to arouse public indignation.

De Wet will have no opportunity to start any more insurrections while the war lasts and thereafter it is possible that he will get a pardon. At any rate he as well as others understand that they cannot lead a revolt and play into the hands of the enemy with impunity.

RAILROADS AND COAL.

Clever as was the attempt by the Lackawanna railroad to circumvent the commodities clause of the interstate commerce act, and successful as was the case fought in the lower courts for the maintenance of the position of the railroad, it has all been upset by the decision of the United States supreme court which declared that it cannot carry on such a business as that which actually keeps the railroad in control of the commodity at all stages.

Forced by the federal law to separate the business of mining from that of transportation the Lackawanna road set up a new company of its own stockholders for the control of all the coal mined before it has been started on its way in any direction. Though the purpose of the move was to eliminate it from ownership of the mines it was a plan to get around the law inasmuch as the road was in possession of the coal that it transported. Carefully thought out as it was it was not sufficient to cover up the hidden purpose and in the final decision the government wins. It throws light on what may be expected in a number of other cases of similar character.

It means that the railroad combination controlling the retail and wholesale markets must be broken up, not as the road would like to have it done whereby they would still retain control although to outward appearances they would not, but in accordance with the government requirement which will end the monopoly that has existed. What effect it will have upon the price to the consumer remains to be seen for it is a long way to him and there are methods whereby expected reductions are eaten up in other ways.

REFORM AT ANNAPOLIS.

From such evidence as has been given regarding the examinations at Annapolis it is quite evident that there are conditions existing there which should not be permitted in any well regulated institution of learning and especially in the school where the training is obtaining for officers of the United States navy. When it is declared by one witness that entrance to the class room and the professor's desk was obtained by climbing through the machine shop and that whatever was considered necessary as an aid was taken and later thrown away, there is disclosed a situation which needs immediate improvement. It is no excuse that such acts have been committed before or that they have been followed by many previous classes. The exposure calls for prompt and effective action.

Whatever idea exists in the minds of the middies that the practice of cribbing and stealing examination papers, or among the teaching force if it exists that tips can be sold to the students, it is time that they were made to know different and given to understand that discipline means amounts to something. For that reason it may be a good thing that the system of getting around the examinations has been uncovered as it has, and that the authorities at Annapolis had it in mind which cannot be ignored and gives them the opportunity to insist through greater vigilance that the graduates actually possess the knowledge which it is intended that they shall. It cannot be longer looked upon as an institution which takes care of the weak and unfit and still expect to turn out efficient naval officers.

EDITORIAL NOTES.

For the small boy present day thoughts don't extend beyond the fifth of July.

There are reasons to believe that the president feels that he will now have a real secretary of state.

The Spanish cabinet has resigned but in these times of trouble a little thing like that creates no attention.

A New York girl swallowed a silver spoon while eating ice cream. That may be why so many parlors feature the tin spoon.

Having caused damage to the amount of a million in California, earthquakes cause devastation about as rapidly as war.

With the wedding of Champ Clark's daughter perpetuated by the movies, Mr. Bryan may be able to give it a once over after all.

The man on the corner says: Anyway the dentist never adds insult to injury by declaring that it hurts him worse than it does you.

Whether Frank had a fair trial or not, the conduct of Georgia since the governor's decision rather supports the claim that he did not.

If as indicated Germany has abandoned the claim that the Lusitania carried concealed guns it shows on what weak grounds it was basing its serious contentions.

The Mexican general at Guaymas not realizing to be satisfied by promises unless there is some prospect that they will be fulfilled.

There may be reason for blaming a lack of proper safeguards for the drownings at Atlantic City but there is some responsibility which a bather must assume for himself.

Even though Judge Landis declares that the federal government is not to realize the seriousness of his offense, it is a question how much good the imposition of a two cent fine will accomplish when another government inspector attempts to visit his property. It looks like advice to repeat the offense.

SURPRISING JOHN

"I'm going to surprise him," said the married woman in the new Panama hat. "I think a surprise will be so lovely, don't you?"

The matron in the flat blue sailor gown, that is as it may be," she murmured. "People's tastes differ. And husbands' tastes differ much more than that! My dear, did you ever in your life know a husband whom you were trying to surprise with some little treat? To do anything but act up the worst way possible? Surprise in the air acts on a husband's nature as certain chemicals act on certain substances. It works amazing changes! You may surprise your mother or your brother or your uncle or your aunt, but if you have the sense of a mouse you'll cut your hands out of the list. They are just like bad children when you have company. They may be the most amiable and docile and obliging of men the other 364 days of the year, but on the surprise day they are simply awful! I can tell you about it because I thought I'd surprise John with a birthday dinner this spring. Everybody I invited was asked not to mention it to him, and I was round with my fingers on their lips, giggling, and he never noticed. The dinner was to be Friday; and along about Monday John got restless and said he must be the spring weather, but he was tired of everything and he thought he needed a change. He said we ought to get out more and why not dine downtown for a time! So he took to calling me up nights to meet him at various cafes and I knew he'd surely do the same thing Friday, so I had that to worry over.

"I put the place cards in the sideboard drawer while John was away. In the ten years we have been married has John ever opened. What did he do Wednesday but almost pull it ajar as he was passing by and rummage among the napkins while I stood breathless and gasping! 'Hello!' said John in pleased surprise. 'What pretty place cards! I like them. But at this point,' explained the lady in the flat sailor, 'I had presence of mind to tip over the goldfish bowl and smash it with my hand and scream. A man can't remember place cards when he is chasing flopping fish over the rug and bandaging his help-mate's ebullient head. I got them out of the sideboard before he spoke to me again and when he did speak I leered at him. I said he was dreaming and made him go to bed. The next morning he grumbled all evening over the amazing imagination he had displayed.

"Friday was the worst. First, he insisted on getting the tickets for that evening and I hysterically said I knew I was going to have a headache by night. Then he idled around after breakfast, instead of getting up as usual and said there wasn't much

doing downtown and he believed he'd stay home and work in the garden! This, with an extra cook coming and a dozen things for me to help with—that he'd be sure to ask about.

"He felt injured when I urged him toward and said I didn't love having him around home as I should! Anyhow, if I was bound to turn him out of his happy home, come along and take a walk with him part way. It would do me good! Then I said I had a dressmaker coming and couldn't leave. He said she was mighty late in coming and I was an easy mark. If I couldn't give her a piece of my mind he was willing to stay and do it for me.

"Hello! What was all the good silliness about of it all? Well, I said, it really needed cleaning and I just happened to choose this time to do it. He said it was an idiotic performance. Clean silver he said, why didn't I manage the maid's time so that she could do her work properly? Heavens! Was that the grocery order? Did I think this was a hotel, or a dressmaker coming and couldn't leave.

"Still smiling into his childlike face and inwardly wringing his neck, I finally got him out of the house. As he was wrapping in tissue paper his birthday favors he bolted back to get some things he had left—and I jammed everything back of the couch and had to go out and buy new tissue paper as a result.

John said he met a messenger boy with a box of flowers coming up the steps, but he told him he had the wrong number and sent him back. Those were the flowers for our table! 'About noon John phoned that he had to go out to Aurora on business and maybe wouldn't be home till late. Why wouldn't I come along, for the country? There's so much to see. I had a dreadful headache and he must get back early because I was so lonesome without him. I got hysterical over my loneliness and John was really alarmed! He said he guessed he'd put off his Aurora trip and come home instead. Then I had a dreadful time convincing him he must not sacrifice his business to my whims and he said I certainly was a changeable woman.

"Then he came beaming home at 8 o'clock sharp as he had promised—and he brought Cousin Elmer and his wife from the country, who were in town for the day and whom he had asked to stay over because he knew I'd be so glad to see them.

"They are worthy people, but they still have pie for breakfast. And the dinner party table was all painstakingly set for my original twelve. I haven't fourteen of anything in tables! That's what happens when you try to surprise a husband! 'I guess,' said the lady in the Panama hat, 'I guess I'd better sort of let things go ahead, after all!'—Chicago News.

Stories of the War

Testaments for Soldiers.

Mites contributed by American Sunday School children have provided thousands of Testaments, printed in Russian, for soldiers in the field. The first installment of 12,000 copies is now being printed. They are being sent out in the name of the young Christians.

Through efforts of the American Branch of the World's Sunday School Association a fund has been raised for the purchase of these Testaments. Sunday schools throughout the United States have contributed. The association expects to devote fifty thousand dollars to this work.

The Empress, Alexandra Fedrovna, has taken a personal interest in the project and has authorized the placing of the following inscription on the fly-leaf of each Testament:

"His Imperial Highness the Heir Apparent, Alexievitch and Grand Duke Alexi Nicolavitch, most graciously gives which has been prepared for him by a Sunday School scholar of America."

The Holy Synod, the governing body of the Russian church, preparing the books, which consist of four Testaments bound in one volume and the Russian Government has agreed to transport them to the front and to the hundreds of military camps and hospitals in the hands of the soldiers free of charge.

Women as Conductors.

As street car conductors women have done so well here that many people believe they will be retained after the war, or at least that they will be regarded as equally eligible with men for such positions.

At the last meeting of the Tramways Committee the general manager reported that forty-eight women conductors had been trained and half that number were now in full charge of cars.

"The employment of women," he said, "has been an unqualified success. They have done far better than the most sanguine expectations when we first ventured on the experiment."

The committee decided to employ more women conductors and an announcement was made that applications for service in that capacity would be welcomed.

Loss in Naval Vessels.

After ten months of war the losses suffered by the contending navies present some interesting points for speculation. The navy of Great Britain, of Liverpool, affording a comparison of the relative merits of the various offensive weapons in the naval struggle, has lost four submarines, two of the countries concerned to include in the minor encounters.

Summarizing the losses under types of vessels, the British and her allies have been deprived of the services of eight battleships, fourteen cruisers, four gunboats, six destroyers, four submarines, four torpedo boats, and six armed merchantmen and auxiliaries.

The losses of Germany and her allies consist of one battleship, twenty-three cruisers, fifteen gunboats, three torpedo craft, six submarines and twenty armed merchantmen and auxiliaries.

Separating the losses under the various causes, neglecting auxiliaries and armed merchantmen, the torpedo boats have been lost in the most numerous, the mine 50,000 tons, gunboats 27,000 tons and 22,000 tons have been lost in various ways.

The German Austrian and Turkish fleets have been deprived of 13,000 tons of war vessels by means of the torpedo, 23,000 tons of the mine, 81,000 tons by gunboats, and 29,000 tons from various other causes.

These figures show that England and her allies have lost 230,000 tons of naval fighting material costing approximately \$100,000,000, while the German and Turkish losses total 140,000 tons, worth \$60,000,000.

The figures also show that the miscellaneous losses—officially recorded are approximately the same on both sides, while from torpedo, gun and mine the British and their allies have lost nearly double the tonnage that the opponents have lost by the same causes. 137 torpedoes, the British losses

are ten times more than those of the other side which shows clearly how important a part that weapon plays. In gunfire England has established a long lead chiefly because the German ships at large were not declared to have been destroyed by this means. In the armed merchantmen and auxiliary class the German losses are 30,000, while the German, Austrian and Turkish losses stand at approximately 13,000. The total financial loss in this instance amounts to about \$15,000,000.

Thus ten months of skirmishing and military actions, leading to no definite result so far as the question of naval supremacy is concerned, has brought about the destruction of about 100,000 tons of warships costing \$176,000,000.

What Sunk the U-29.

False colors did not lure Captain Weddigen and his crew of the German submarine U-29 to its fate according to Captain Louis Sorbo, noted American Deep Sea diver, who has just returned from a tour of England. He got this story from another:

"For many weeks the U-29 had been active between the coasts of Kinsale and Dover and off the Scilly Islands. She had sunk merchantmen every day or so and some two or three times a week. Every effort to get Weddigen had failed. He had sent several torpedo boats that were sent after him. Then the U-29 seemed to make a specialty of sinking trawlers. It was common gossip in many circles that the German was getting supplies of oil and food from the friendly trawlers and that he was using them as oil tankers, and to throw off suspicion, Weddigen would occasionally send one or two to the bottom. Word was given us to proceed to Birkhead. Once there we went in the trawler and a few of our men were put to work in building a fake superstructure of wood over the vessel.

When we sailed down the Mersey no one would ever have known that we were anything but a fishing trawler. To add more to the deception, the bow down near the water line was painted white to resemble what is known in ship parlance as the 'boy in her teeth.' In other words when a vessel is well under way she divides water at the bow and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without seeing anything of the U-29. But slowly it drew nearer our broadside toward Dover. We were kept advised later of her movements by wireless and were finally told to proceed to the spot where the vessel was to be painted white and the effect of the painting would give the vessel the appearance of going about three times as fast as she really was. This precaution was taken in event that we were detected and might throw the Germans' aim off. We cruised around the St. George's channel for two days, without